

WAITING ON MR. FAITHORN

The Transmissouri Traffic Association Is Still Without a Chairman.

Frivolous Effort to Get the Members To-gether—Annual Meeting of Train-Is at-tributed—Electric headlights—Fast time.

Having forced Chairman Smith to resign the members of the Transmissouri Association are now unable to unite on a man to take his place. At least that is the situation up to date. A meeting of the association was held at Chicago yesterday for the express purpose of electing a successor to Mr. Smith, but it was a dismal failure. Some of the members did not even take the trouble to attend the meeting or to send representatives, and as a unanimous vote is required to elect a chairman it was of course impossible to take any decisive action in that direction. After some discussion of the subject it was agreed to let matters stand as at present with Secretary McFadden as custodian of the records until Sept. 15, when the association will meet again. Some difference of opinion exists as to whether J. H. Faithorn would accept the place if elected. A few weeks ago it looked as if Mr. Faithorn would surely lose the chairmanship of the Transmissouri Association, but the new plan, however, was rejected by the association, and as Mr. Faithorn has made an excellent chairman, it is probable he will be prevailed upon to retain the position, even if it does not seem to him to be a withdrawal from the board of commissioners of the Western Traffic Association. It is believed that some of the members of the Transmissouri Association are purposely delaying action until it can be definitely ascertained whether Mr. Faithorn would accept or not if elected, and also until the Western Passenger Association has made its selection of a chairman. The latter organization meets to-morrow for that purpose.

An Important Question Settled.
An objection to electric headlights having been advanced, that it could not well be used on a double-track road, led the editor of the Master Mechanic to send an expert to see what grounds there was for such an assertion. The Cincinnati, Hamilton & Dayton management, on which road several are in use, offered the greatest facilities for testing the matter, and the expert's report, which is quite lengthy, is given in the June number of the Master Mechanic. The tip of his report is that a few trips on one of the large engines equipped with this light will dispel all ideas of that kind. On either a single or double track, the light can be seen in a dense fog quite a distance away. In one case where a second train, fitted with an electric headlight, passed on a curve on a double-track piece of road, the approach of each was made known to the other while the trains were a great distance apart by the pencil light, which at one point struck an embankment on the outside of the curve, and a moment later was projected across an open field at a tangent from the track. The expert concludes his report by saying, "Whatever objections there may be to the electric headlight itself, there are none, not even from any defects as to its operation, on a double-track road."

Train-Dispatchers' Association.
The train-dispatchers' association of America began its fifth annual meeting at New Orleans yesterday. R. B. Woolsey, of Terre Haute, presided, and C. E. Case, of Toledo, secretary and treasurer, was at his desk. H. A. Magee, vice-president, of Scranton, Pa., and the members of the executive committee—Messrs. M. C. Doyle, of Detroit; J. F. Mackie, of Wisconsin; W. Wolcott, of Pine Bluff, Ark.; R. S. Quigley, of Columbus, O.—and Rev. Dr. B. M. Palmer occupied seats on the platform. Hon. Irvine Johnson, acting mayor of New Orleans, welcomed the delegates to the city. President Woolsey presided at the address of welcome. The president then read his annual report, which was very voluminous and exhaustive, containing a number of suggestions and recommendations for the furtherance of the objects and increase of the membership of the association. During the course of his remarks President Woolsey made an attempt to transform the present association into a brotherhood, or any similar organization that would favor of a secret character, lest their purpose might be construed as antagonistic to their employers.

Either Is Fast Enough.
An official of the Big Four, located at Cincinnati, writes as follows: "I noticed in the Journal of Saturday last an item about Train 21, on the Pennsylvania road, being so very fast. Compare the time and distance with our 17, New York to Indianapolis via Big Four, 907 miles. This train leaves New York at 7:15 p. m. and arrives at Indianapolis at 12:30 p. m., making an average speed of including all stops of 30.4 miles per hour. The Pennsylvania Train 21 takes 30 hours and 35 minutes to run from New York to Indianapolis, 820 miles, or an average speed of 32.2 miles per hour. No. 17 runs 81 miles further in 21 minutes less time. The average speed, New York to Indianapolis, is 35.1 miles; C. & C., C. & St. L., 38.0 miles per hour.

Personal, Local and General Notes.
E. A. Peck, general superintendent of the Big Four lines, will today take a trip over the C. & W. & M. line.
The Washburn entered in the first week of June 1892, an increase over the corresponding week of 1891 of \$13,200.

The Chesapeake & Ohio is expending over a million dollars in making the pleasure resorts on its lines attractive.

M. A. McCarthy, trainmaster of the Peoria & Eastern road, has gone to New Orleans to attend the National Train-Dispatchers' convention.

On Friday last 1,311 loaded cars were handled on the Louisville, New Albany & Chicago road, the largest number in any one day in the history of the road.

The Master Car-builders' Association is in annual session at Saratoga Springs, N. Y., and will continue its session three days. Delegates from all over the country are present.

The Big Four people have planned extensive yards at Bellefontaine, which, on Aug. 1, becomes a division point. Four or five miles of additional side-track are now being laid.

The Big Four passenger department has gotten out what it terms its world's fair folder, and it is one of the most unique, elaborate and expensive folders yet issued by any of the roads.

Competition on freight business is now so sharp that the roads are landing Chicago freight in Indianapolis in eleven hours from time of shipment. Until the last year or two, twenty-four to thirty-six hours was considered good time.

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PERSONAL AND SOCIETY.
Miss Lulu Rhodes is home from Oxford. Mr. Will Irwin, of Columbus, is visiting friends in the city.
Mr. Floyd Woods has returned to the city for the summer.
Mr. Ray Van Camp will return this week from Oxford, Ind., Mich.
Mr. and Mrs. Emil Willbrandt have arrived from an extended trip to the East.
Mrs. Adin T. Norris, of Chicago, is the guest of Miss Blanche Lee, on Park avenue.
Mr. Booth Tarkington will return Friday from Princeton, where he has been for the year.
Maj. and Mrs. W. J. Richards and son Hugh returned yesterday from their European trip.
Miss L. Ballard has gone to Crawfordville to attend the college commencement exercises.
Mrs. H. Clay Dewey, of Decatur, Ill., is spending the week with Mrs. J. W. Hughes, No. 412 North Meridian street.
Miss Laura Halliday, of Cairo, arrived yesterday, and is the guest of Mrs. John Fishback, No. 284 Ash street.
Mrs. Belle D. Williams, of Omaha, is visiting her sister, Mrs. Robert Springsteen, on North Pennsylvania street.
Mrs. Harry King will leave Monday to spend the summer with Mrs. Julia River-King at the Highlands, and with other sisters in the Indiana Islands.
Miss Lulu Leach, an accomplished young lady of Noblesville, is visiting at the residence of Miss Lida Bowen, on Bellefontaine street. Miss Bowen will give an "at home" on Wednesday afternoon, from 2 to 5 o'clock.
Mr. Joseph Frey, a clerk in the Bates House drug store, surprised his employer and fellow-dealers yesterday, by coming home from the East with a bride. It was supposed he was absent on a vacation for recreation, but he hurried to Troy, N. Y., where he was married to Miss Nina Adams, of New York, at the residence of his parents, Mr. and Mrs. A. B. Stanton.
Mr. Milton Morris and Mrs. A. P. Hendrickson gave a very handsome party last evening in honor of Mrs. Connor and Mrs. Cunningham, of Washington, D. C. Beautiful refreshments were served in honor of Hendrickson, on North Meridian street, and all that good taste could suggest for a festive and elegant affair was present.
Dr. Rachel Swain received her friends delightfully, yesterday, in the east parlor of the Propylaeum, with a rose reception. The gathering was in honor of Mrs. Charles C. Brody, Schenectady, N. Y., who is visiting her parents, Mr. and Mrs. A. B. Stanton. The whole room was fragrant with the odor of roses, and the mantle overhung with sweet sprays added to the richness of the atmosphere. Mrs. Swain was assisted in entertaining by Mrs. Silas Swain, Mrs. A. B. Stanton, Mrs. A. M. DeCouchet, Mrs. G. E. Adams, Mrs. John A. Holman, Mrs. Edwin Hendrickson and Miss Hedrick. In one end of the room a table was decked with pink roses and smiles, and here Miss Adams, Misses Helen and Josephine Holman, Anna and Lulu Spahn, Mary Ford, Harriet and Ida Leach, and others were seated, and serving. The occasion was a happy one for all Mrs. Swain's friends, there being very few regrets sent by those invited.

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Charlotte and Charles Moon filed suit against the sheriff of Johnson county, the board of managers and others of the Jefferson School for Girls, and Female Reformatory, for damages for the loss of their daughter, Charlotte Moon, who was confined in the prison for a period of six months, when she was released on a writ of habeas corpus; that on account of such confinement she was damaged to the amount of \$5,000, for which sum she asks judgment.

Small-Pox Scourge.
Dr. Metcalf, secretary of the State Board of Health, yesterday addressed a circular letter to the secretaries of the county boards upon the subject of small-pox. Although there are few or no cases of the disease in Indiana, the indications are that it is heading this way. The letter says: "Upwards of eighty cases of small-pox in Ohio, Pennsylvania and West Virginia towns and cities, and recent cases in Michigan and Illinois, clearly indicates that this loathsome disease again threatens the cities of our country, and every citizen should be on his guard against its ravages. The epidemic of eight years ago caused panic and quarantine, disturbed travel, traffic and commerce, closed schools and courts, caused a large number of deaths and involved a money loss to the people of many thousands of dollars. The small-pox trunk railway was loaded from the East to the West pass through our State there is great danger of an invasion of this terrible disease. It is, therefore, our duty to urge all local health officers to co-operate with the State Board of Health in the enforcement of measures for the prevention and suppression of this and all other contagious, infectious and communicable diseases. The attention of the conference of town, city and county health officers to be held in this city June 15th will be thoroughly discussed. Owing to the great importance of the business to be considered at this meeting it is requested that your board will not fail to send a representative."

DOLLARS RAINED IN.
An Experience Meeting of the W. R. C. of George H. Thomas Post.
Three months ago Mrs. Augusta Paver, president of the George H. Thomas Women's Relief Corps, announced at one of their meetings that the treasury was low, and suggested that each member of the corps earn \$1 within the next three months at the end of that time contribute to the relief fund, with a short account of how the money was earned. Last night the dollars were turned into the treasury and a general experience meeting attended the subscriptions.

Mrs. Leek patched shirts and blacked shoes until she had earned 100 cents. Mrs. Pringle ran errands and sold soap. Mrs. Richards knit slippers. Mrs. Gilbert remained quiet while her husband read the morning Journal, and every time earned a dollar before the time was up. This relief corps is doing a vast deal of work, and is never more cheerful than when at it. The experience meeting was interpreted with music. Miss Emma Purcell recited and was encouraged.

Street Railway Mismanagement.
To the Editor of the Indianapolis Journal.
Monday night, as had been announced, the residents of Woodruff Place gave a picturesque entertainment which must have called out two thousand people, and yet the Citizens' railway line through Massachussets and Clifford avenues to that point ran only the same number of dirty, dilapidated cars that it runs day after day.

The night was hot, but people were compelled to be packed into those vile cars as sardines in a box until they hung to the sides, or not go. In and about one car were over sixty people. Several ladies had their dresses injured and all cried out against the mismanagement. As the result of the crowd on a hot-weather car, at least twenty of the sixty paid no fares. If they had tried, they could not get change. There is not a street-railway system in the country which would not have made provision for the comfortable transfer of one class of people to such a place, except this lack-of-all-system in Indianapolis. It has been said that Frank Hine, managing director of the C. & H. D., are expected in the city today to attend the called meeting of the passenger department of the Chicago and Ohio River Association.

There are now two headless railroad associations, one the Western Passenger Association, the other the Transmissouri Association. Secretary McFadden, of the latter association, will doubtless be elected chairman. D. G. Edwards, general passenger agent of the Queen & Crescent road,

Complaint is made that the Board of Public Works does not give prompt attention to petitions for street improvements that are properly and regularly filed. It is charged that it often occurs that when an improvement is asked, against which there is no remonstrance, the petition is pigeon-holed and the dust allowed to accumulate upon it until the petitioners go again and again and remonstrate against the delay. A prominent Democrat yesterday called the attention of the board to the fact that a petition was filed some time ago for the widening of Eleventh street to a uniform width of fifty feet. There was no formal remonstrance against the improvement, but one man, George W. Moore, was conspicuous for activity in securing the passage of the city charter, entered a verbal protest. Since that time nothing has been heard of the petition to widen the street. The point is made that men who were active in securing the charter frequently block the improvements the charter was intended to secure, and any man who helped secure the charter appears to have more influence than one who opposed it.



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